



Chapter 5 – Implementation

After this plan is adopted, the City must focus on implementing its recommendations. This includes constructing new bicycle facilities, establishing new policy measures, and developing the education, enforcement, and encouragement programs that will promote bicycling for transportation and recreation as well as improve bicycle safety.

The City should start by implementing the Top Priority bicycle facilities (shown on page 5-4) and programs within the first two years after the plan is adopted. These efforts will build momentum for bicycling in the community and should be followed by implementing other recommendations in the plan.

This section discusses three important components of an implementation strategy. These components include institutionalizing the practice of including bicycle facilities as a part of transportation projects, establishing performance measures, and identifying funding sources as key elements of the City's implementation strategy.

Institutionalization

Some of the most cost-effective opportunities to provide bicycle facilities are during routine roadway construction, reconstruction, and repaving projects. The NC Highway 43 extension is a good example of a project that should include bicycle accommodations (at least cross-access facilities) when it is constructed. Another good example is the Broad Street streetscape improvements from Neuse Boulevard to Front Street.

Making sure that bicycles are accommodated in these projects requires institutional awareness of bicycle issues at all stages of

project planning and development. City of New Bern transportation staff should attend NCDOT training sessions on bicycle and pedestrian facility design, construction, and maintenance. This will help engineers, designers, and planners in the department be more aware of the needs of bicyclists and pedestrians during all phases of transportation projects.

The City also should continue to work closely with the Bicycle Advisory Committee (BAC) to make sure that bicycle considerations are included in the transportation process. The BAC can help monitor the progress of the City and NCDOT as they develop new facilities and programs. This group also can push for additional improvements to build upon the recommendations of this plan. Coordination with NCDOT, specifically the Division of Bicycle and Pedestrian Transportation, the Transportation Planning Branch, and the Division office will prove critical if this plan is to be implemented successfully.

Performance Measures

The City of New Bern should work with the BAC to establish performance measures to benchmark progress in achieving the goals of this plan. These performance measures should be stated in an official report after the plan is completed. The performance measures should address the following aspects of bicycle transportation in New Bern:

- **Safety** — Measures of bicycle crashes or injuries
- **Usage** — Measures that document how many people are bicycling





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- **Facilities** — Measures of how many bicycle facilities are available or the suitability of bicycling on roadways
- **Education/Enforcement** — Measures of the number of people educated or number of people ticketed as a part of a bicycle safety campaign
- **Institutionalization** — Measures of the total budget spent on bicycle projects and programs or the number of City employees receiving bicycle facility design training

The City should set performance measures that:

- Are related to the goals of the plan
- Provide a description of the data that need to be collected
- Utilize data that can be collected cost-effectively
- Are quantifiable and time-constrained (e.g., provide 4 miles of bike lanes by 2008)
- Can be reported at regular intervals, such as in an annual bicycle performance measures report

Project Prioritization

Based on input received during the public workshops as well as information provided by the BAC, a set of project and program priorities were developed. These priorities were developed in an attempt to provide an equitable distribution of projects that would benefit a range of geographical areas as well as user groups in the community. Specific projects represent on-road as well as off-road facilities. Bicycling initiatives and program priorities were developed based on their ease of implementation (including set-

up costs) and benefit received by the largest contingent of population.

Seven independent bicycle route loops were developed as a part of this plan connecting neighborhood communities, commercial areas and public institutions in New Bern, Trent Woods, James City and Bridgeton. The intent of developing the bicycle loops was to provide bicycle facilities to a greater percentage of population. If this plan is implemented, over 90% of the local population would have access to bicycle facilities, representing all three levels of bicycle users.

Route Priorities

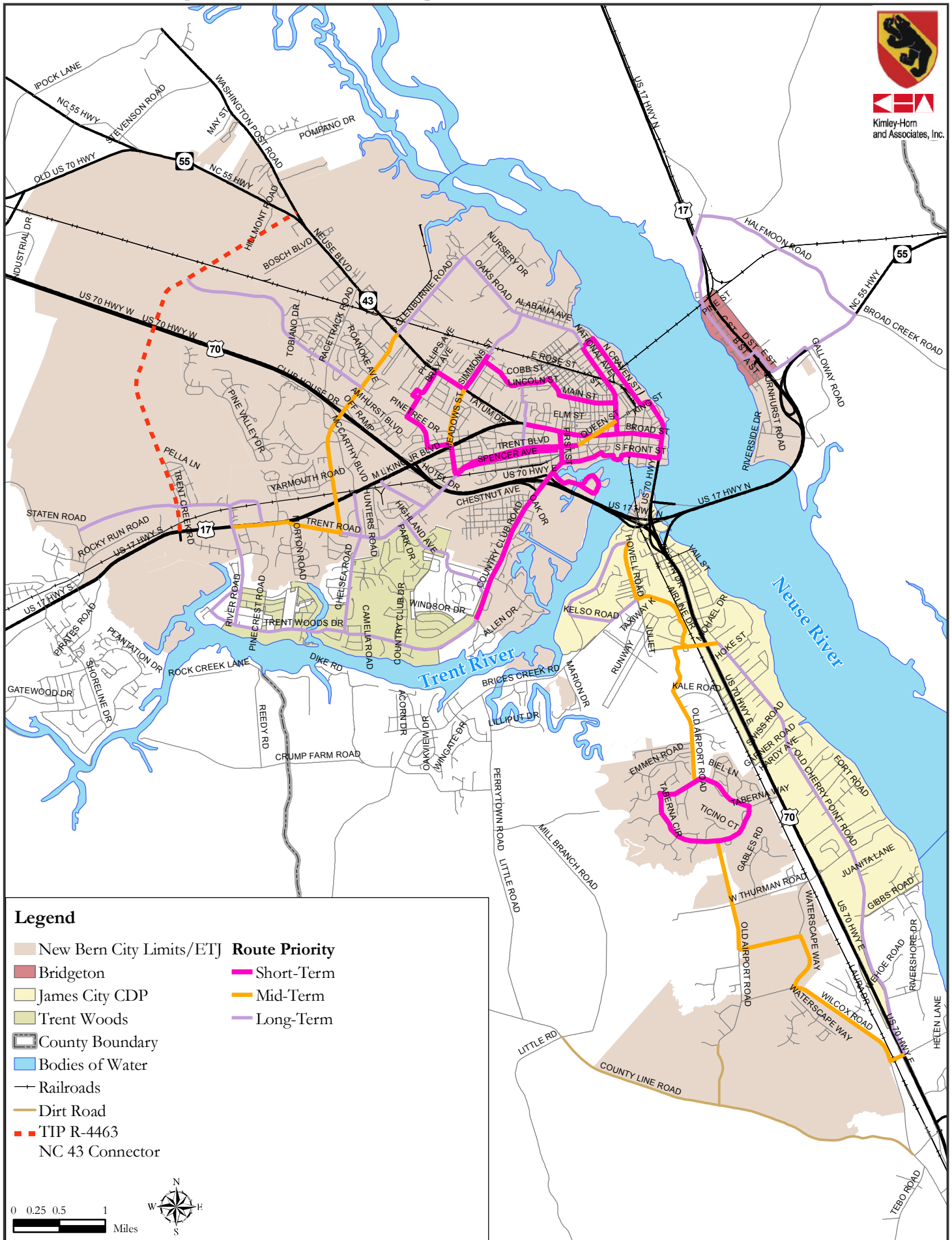
Three levels are used to classify the priority level of each route: short-term, mid-term, and long-term improvements. The total probable construction cost of the bicycle projects for the plan is \$13,800,000. Short-term improvements are those projects that are recommended for or can be completed within a 5-year period. The total probable construction cost for the short-term projects is \$485,000 (average \$97,000 per year). Mid-term improvements are expected to occur between 5 and 10 years into the future for which \$2,355,000 in projects is recommended (average \$471,000 per year). Long-term improvements are those projects that fall outside of a 10-year horizon for which a total of \$12.05 million in projects is presented (this would take more than 20 years spending \$602,000 each year). Note that all figures are presented in year 2006 dollars, thus not accounting for inflation or escalation of construction costs. In order to accommodate route segments that can be accomplished more easily in different time frames, some of the routes were split between priority levels. Each route has been classified into one of these priority levels, as shown in **Figure 5.1** and described below.



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Figure 5.1 - Proposed Route Priorities





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Short-Term:

- Downtown Neighborhood Loop (\$85,000)¹
- Taberna Loop Bike Lanes striping and signage only (\$130,000)
- Trent Boulevard Bike Lanes and Rhem Avenue Signed Route from Simmons Street to Queen Street (\$70,000)
- Riverfront Loop (\$100,000)
- Country Club Road Bike Lanes from Trent Boulevard to Abner Nash Road (\$100,000)²

Mid-Term:

- MLK Jr. Boulevard Multi-Use Path and Trent Road Bike Lanes (\$400,000)²
- Downtown-Mall Loop (\$85,000)³
- Taberna-James City Loop (\$1,400,000)⁴
- Airport Loop (\$470,000)⁵

Long-Term:

- Downtown-Mall Loop (\$3,300,000)
- Taberna-James City Loop (\$2,600,000)
- Downtown Neighborhood Loop (\$415,000)
- Airport Loop (\$1,080,000)
- Bridgeton Loop (\$2,650,000)
- Trent Woods Loop (\$2,000,000)

¹ Total cost does not include Downtown Neighborhood Connector

² Part of the Trent Woods Loop

³ Total cost includes facilities along Glenburnie Road, Simmons Street, George Street, and Queens Street

⁴ Total cost includes facilities along Airport Road, Lagoon Road, Old Airport Road, Wilcox Road, Camp Kiro Road, and through Carolina Colors

⁵ Total cost includes facilities along Howell Road, Williams Road, Airline Drive, and Terminal Drive

Project implementation will be a shared responsibility between multiple agencies. Additional detail on agency participation is provided in the funding section of this chapter.

Incidental Bicycle Projects

As a result of Transportation Improvement Program or Capital Improvement Program funds, certain sections of some of the bicycle routes are scheduled to be funded earlier than the routes of which they are a part. These sections have been prioritized and are listed below.

- **Broad Street Improvements:** City staff should pursue bike lanes to be included in the streetscape improvements from Neuse Boulevard to Metcalf Street.
- **NC 43 Connector (TIP R-4463):** Bicycle cross-access will be vitally important to this growing area of the City. City staff should work closely with NCDOT to ensure that amenities are provided across NC 43 for safe and efficient pedestrian and bicycle travel.
- **Trent River Bridge Replacement (TIP B-2532):** The design for this facility has been completed. However, City staff should work closely with NCDOT to ensure that amenities include high-visibility signage, pedestrian-level lighting and adequate crosswalks at the bridge termini.





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Policy and Program Priorities

There are very few existing bicycle-related policies or program initiatives for the City. However, the following initiatives should be pursued in New Bern during the next two years to ensure adequate education, encouragement and enforcement of bicycle awareness for its citizenry. The following items were identified as the highest priority bicycle programs as voted on by the BAC and city staff.

- **Update Design Guidelines:** The City should update their street design guidelines to incorporate the recommendations of this plan (see Design Guidelines – Cpt 3).
- **Route Signage Program:** The City should work cooperatively with NCDOT to develop a route signing plan to improve bicycle awareness and information. Signing should include information on the direction and distance to destination points, as well as intermittent confirmation that the bicyclist is still on the correct route (see Ancillary Facilities and Programs – Cpt 3). Route maps placed on kiosks at destination points or along heavily traveled portions of the routes can also help to publicize the interconnected route system.
- **Traffic Calming Program:** As a part of the City's ongoing traffic calming efforts, bicycle facilities such as striped and painted bike lanes should be incorporated into the program as a viable option for calming traffic.
- **Bicycle Parking and Amenities Program:** One reoccurring comment made at the public workshops was the lack of public bicycle amenities in the New Bern

area. Participants were very interested in bicycle accommodations and amenities including parking, restrooms/changing rooms, water fountains, and bike rentals. As a part of this program, the City should dedicate general funds through its CIP to support a bicycle parking and amenities program. Other means of supporting such a program would be to initiate a city-wide competition among private and public agencies to create and implement their own bike amenities supported through private contributions (see Ancillary Facilities and Programs – Cpt 3).

- **Spot Improvements and Maintenance Programs:** The City receives Powell Bill funds for street maintenance and dedicates grant-matching funding through their CIP funds for streetscape



projects. If the City is truly interested in becoming a bicycle friendly community, there must be dedicated funding towards bike improvements and maintenance. As a bold initiative, the City should consider creating a set-aside for spot

improvements and maintenance of bicycle facilities. It is recommended that \$50k - \$100k be



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allocated to this program on an annual basis. These monies can be used towards small projects like improved signing, drainage grates, intersection crosswalks, pothole repair, shoulder repair, debris removal, railroad flangeway repairs, and repairing edge of pavement seams (see Ancillary Facilities and Programs – Cpt 3).

- **Bicycle Events:** Special community events that reach out to its citizens have always been a huge success for the City of New Bern. The MS-150 event has successfully provided statewide attention to the City of New Bern as a bicycle-friendly community. However, the only active “ongoing” program in the City is a volunteer-based bicycle rodeo sponsored by the police department. The City staff should organize and advocate the following bicycle events on an annual basis: Bike Rodeos for all elementary and middle schools (through actively soliciting school participation) and Ride-Abouts (at different geographical locations). These events can be conducted on their own or in conjunction with local festivals such as Neuse River Day or Kid Fest.



- **Safe Routes to School Program:** One way to stimulate the educational programs would be to introduce a Safe Routes to School program to New Bern. Safe Routes to School was a program started in Marin County, California with help from the National Highway Traffic Safety Administration to promote children walking and biking to school in a safe

environment. The Safe Routes to Schools program should be offered at two pilot schools in the first year after this plan is adopted and expand to additional schools in the future. Note that the 2005 SAFETEA-LU federal transportation bill has apportioned \$2.36 million in funding for Safe Routes to Schools Programs in North Carolina in Fiscal Year 2006.

North Carolina will get approximately \$15 million over the next five years. See the website:

<http://www.saferoutestoschools.org/>.

- **Safety Education Programs:** Safety education programs need to be initiated within the next two years targeted to specific audiences and specific road user problems and combined with enforcement activities that are coordinated with the appropriate law enforcement agencies. Education programs at churches, schools, and community centers will allow all age levels to become more informed about bicycle safety. Coordination with the New Bern Police Department Bicycle Unit and the Recreation and Parks Department will allow for this program to be spread throughout the city and to target areas that need it most. Public services announcements on the radio and television should be an integral part of this program.

Funding

It will be important for the City of New Bern to identify funding sources to implement the recommendations of this plan. While some projects and programs will be funded by the City, many other ways are available to provide financial support for improving local bicycling conditions.



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Bicycle Facility Funding

Bicycle facility projects can be divided into two types: independent and incidental projects. Independent projects are those that are independent of scheduled highway projects, while incidental projects are bicycle accommodations that are created as a part of a highway project. Both types of projects should be funded to create a well-connected and user-friendly network in New Bern.

The City of New Bern should take advantage of cost-effective opportunities to include bicycle facilities in incidental roadway improvements, such as repaving and reconstruction projects. The City's Bicycle and Pedestrian Coordinator (Planning Department) should coordinate regularly with



city and state transportation planners to make sure that upcoming projects in the New Bern area include bicycle facilities.

Bicycle Program Funding

While the City may be able to fund some program activities, it should seek to build partnerships as a cost-effective way to offer comprehensive programs.

For example, the City should partner with county and state law enforcement departments to implement the bicycle safety enforcement campaign. In addition, having local co-sponsors of events



such as Walk and Bike to School Day and Bike to Work Week can help fund events and build relationships with other groups that believe bicycling is important in the community. Therefore, the City should build partnerships with local bicycle shops, bicycle advocacy groups, church groups, health professionals, and educators to develop bicycle programs.



State Funding Support

Many of the roadways where bicycle facilities are needed in New Bern are owned and maintained by NCDOT. Therefore, the City of New Bern should take advantage of strong state support for funding bicycle projects and programs. To obtain state funding, the City should take the following actions:

- Send the recommendations of this plan to the NCDOT Bicycle and Pedestrian Program and to the NCDOT Division 2 Engineer immediately after the plan is adopted. This will improve the likelihood that bicycle accommodations will be included during incidental construction and paving projects.
- Check the State Transportation Improvement Program (STIP) on a regular basis to identify opportunities to include bicycle facilities as a part of STIP projects in New Bern. For projects where bicycle facilities are possible, the City bicycle and pedestrian coordinator should notify both the NCDOT Division 2 Engineer and the NCDOT Bicycle and Pedestrian Program to make sure that bicycle facilities are included during the scoping,



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design, and construction phases of the project.

- Submit one or two of the plan's Top Priority projects to NCDOT during the first year after the plan is adopted so that they can be considered for the Division of Bicycle and Pedestrian Transportation Program section of the State Transportation Improvement Program (STIP). *The total cost of construction should not exceed \$500,000.* Continue to submit one or two additional projects for consideration each year in the future. Projects that do not require the City to purchase additional right-of-way are the best candidates for this funding source. The Bicycle/Pedestrian TIP can include incidental and independent projects. Currently, \$6 million is available per year for the entire state through this funding source, and it does not require local matching funds.
- Apply for Transportation Enhancements program funding for an important bicycle project. Bicycle facilities are one of several types of projects that are eligible to be funded by this program. This funding source requires a 20% local match.
- Submit spot improvement projects to NCDOT Division 2 so that they can be fixed with Division Discretionary Funds. This allows the improvement requests to go through an abbreviated TIP process so that they are funded and implemented within one to two years rather than six. Spot improvement projects include short road sections that need shoulders, drainage grate replacements, and improvements to minor intersections.
- Apply for Safe Routes to Schools Program funding. The City should work closely with the new State Safe Routes to School coordinator to apply for funding as the program is established in New Bern schools. Safe Routes to Schools funds do not require a local match.
- Apply for grants from the Governor's Highway Safety Program (GHSP) to fund education, enforcement, and encouragement campaigns. These federal Section 402 Highway Safety funds can be used for bicycle programs.
- Consider applying for state grants to purchase bicycle helmets for low- and moderate-income children so that they can participate in the new Pedestrian and Bicycle Safety Education Program. NCDOT may have funds available for this purpose through its "Share the Road" license plate campaign.
- Take advantage of state planning grant funding to update this plan in five years. In addition, seek state planning grant funding to implement a pedestrian plan. Typically, improving conditions for pedestrians also makes it safer and more convenient to bicycle. In fact, this plan was funded in part by a grant from the Division of Bicycle and Pedestrian Transportation of NCDOT.
- Take advantage of programs similar to N.C. Moving Ahead!, which provided \$5 million for bicycle and pedestrian improvements in 2004-2005 (out of \$70 million total for multimodal transportation). If a similar program is established in the future, the City should actively pursue having several bicycle projects funded through this source.

Local Funding Programs

- Consider incorporating bicycle facility improvements into future local bond



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initiatives. There is a local bond referendum including issues such as parks, open space, and water that is expected to be voted on in April 2007. Incorporating a pilot bicycle project into this bond package would be an effective way to secure short-term bicycle funding.

- Powell Bill or other road maintenance funds can be utilized to create incidental bicycle projects through repaving and restriping roads.

draft plan and discuss its recommendations with staff and the consultant. Following City Council approval or adoption, the completed plan with all maps and related materials will be submitted to NCDOT for final review and consideration by the Division of Bicycle and Pedestrian Transportation.

Bicycle Facility Requirements for New Developments

The City of New Bern should include bicycle facilities as a part of new development requirements. This will allow bicycle facilities, such as shoulders, bike lanes, and greenway paths to be added as a part of new housing, commercial, and industrial developments, which will be much less costly than adding the facilities at a later date after buildings, roads, water, and sewer are already in place.



Other Funding Sources

A wide variety of grants and other specific funding sources can be used for bicycle facility projects and bicycle programs in New Bern.

Final Steps

A preliminary review of the draft plan by the Bicycle Advisory Committee (BAC) took place in March 2006. The NCDOT Division of Bicycle and Pedestrian Transportation conducted a preliminary review of the plan in June and July of 2006. In late summer 2006, the City Council is expected to review the



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